

Opening Remarks delivered by Admiral Gary Roughead, CNO, US Navy at the Round Table Conference convened by the National Maritime Foundation in New Delhi on April 12, 2010.

Thank you Admiral (Arun) Prakash and Commodore Bhaskar. This has been an excellent trip to India so far and I've had the pleasure of seeing ADM Verma again and I'm also glad to be able to join you as part of my visit. There is certainly much we could discuss today so I will just make a few quick comments and then I look forward to your questions.

My schedule over the coming days is certainly very busy. There is much to see in this large and diverse country and there have also been many important developments in the Indian Navy that I've come to see. The importance of the relationship between the United States and Indian navies cannot be overstated, so my time here will be very well spent.

America's leaders at the highest level have declared that the United States and India are strategic partners for the 21st Century and I am here to say that the United States Navy in particular is a committed friend to India for the long term. We have many mutual interests as nations -- from democracy to free trade to maritime security -- and it is in the interests of American and Indian citizens that we come together to see that these interests are protected.

As navies, we are already coming together in partnership and as maritime professionals it is not hard to understand why. In short, we must work together to ensure the stability of the Indian Ocean and guarantee free access to the global commons by those who will use it to further international prosperity. There are many different ways to explain the value of the oceans to the prosperity and security of a nation but I tend to sum up the importance in three words: commerce, communications and resources. Commerce, because 90% of intercontinental trade flows on the surface of the ocean; communications, because 95% of intercontinental communications flows on the surface of the ocean floor via undersea cables; and resources, because from food to oil, the oceans are both a source of resources essential to sustaining societies and a means by which they are conveyed to those societies.

In addition to these three reasons for ensuring maritime security, I would add a fourth for strategic planners -- access. As military planners we cannot underestimate the importance of having access to key waterways and oceans to conduct our operations. This is most readily apparent to Americans today in the Arabian Gulf, where access to that body of water has enabled aircraft carrier sorties for our troops on the ground in Iraq and Afghanistan.

The vast value and vast size of the oceans which connect us makes maritime partnerships essential, as we clearly identified in our 2007 maritime strategy. That strategy has served us very well for the past two and a half years and in many ways became a template for the Quadrennial Defense Review. Called '*The Cooperative Strategy for 21st Century Seapower*', the strategy was released at the 2007 International Seapower Symposium (ISS) in Newport, Rhode Island precisely because of the international partnership focus of our strategy. As just one indicator of how strongly we feel about those partnerships, and to show how much progress has been made, the last ISS held in 2009 was the largest ever, with 102 nations and 91 Chiefs of Service in attendance.

Our commitment to partnerships, however, goes far beyond this semi-annual symposium. The strong relationship our navies enjoy today would not exist without trust and an open dialogue between the leaders of both our navies. As I have said many times before, that trust cannot be surged but instead must be built over time. For this reason, Global Maritime Partnerships have the personal commitment of the leadership of our Navy today. This is my second overseas trip in three weeks to visit a counterpart. Two weeks ago I had the opportunity to join other naval leaders at the Doha International Maritime Defense Exhibition (DIMDEX) in Qatar after visiting my counterpart in Saudi Arabia. I have also hosted a number of chiefs of service who have journeyed to the United States. In fact, between the week that I was at DIMDEX and my journey here, I met with my Egyptian counterpart and participated in the keel laying ceremony for the new Egyptian fast missile craft in Mississippi. I was also grateful to receive an invitation, to chair and moderate one of the plenary sessions at the Indian Ocean Naval Symposium in Abu Dhabi. Unfortunately due to prior commitments at home I will be unable to attend. IONS is a significant and valuable maritime construct

that is very important to partnerships in this region and to addressing issues of common concern.

In addition to my personal participation and commitment, leaders from the Navy staff in Washington also take the time to travel abroad and meet with their counterparts. My Chief of Personnel, VADM Mark Ferguson recently visited his counterparts in the United Kingdom and France and my Deputy CNO for Information Dominance, Jack Dorsett, is planning to visit Australia. I look forward to scheduling headquarters level staff talks between India and the United States so that we might further deepen our understanding of each other and I am also very glad that the National Maritime Foundation is itself developing a relationship with our Center for Naval Analysis in Washington. CNA has been an important resource for our Navy as we have formulated our plans and made decisions.

That so many relationships have been developed should come as no surprise considering, as I mentioned before, the many challenges common to nations and navies around the world. Take for example the counter-piracy operations ongoing today in the Gulf of Aden. At any time, upwards of twenty nations have been operating together there in harmony to counter pirates who seek to disrupt international trade. This has resulted in what I call “strange bedfellows” in many ways, which is to say that nations who may have never considered working together have, because of a common challenge, found themselves operating together.

Piracy is just one of many reasons to cooperate of course. Transnational trafficking in arms, drugs and people poses significant challenges for all nations. The stories that my Moroccan and Senegalese counterparts have shared with me regarding trafficking in people – modern day slavery - is truly staggering. Likewise, the recent rise in drug trafficking through Western Africa and into Europe is gaining international attention. In total, it is becoming more challenging to monitor and enforce our maritime borders against determined criminals and terrorists. The terrorist attack in Mumbai, from which India suffered so much and for which you have the deepest sympathies of all Americans, is the most sobering reminder of this.

At the same time that borders are breaking down for these illegal activities, however, both states and non-state actors are adopting anti-access strategies and

advanced weaponry needed to see those strategies through. The proliferation of guided and ballistic missiles poses a significant threat to the stability of open sea lines and also serves to foment greater competition.

The mixing of these two trends -- the breakdown of traditional maritime boundaries for illegal activities and the strengthening of anti-access posturing and technology -- poses a threat to international stability and security; a threat that is best counteracted not by more competition but by more cooperation and partnership.

Maritime partnerships to overcome the significant challenges facing us today require hard work. Operating together against some very capable criminals and terrorists is by no means a "pick-up game." For partnerships to work in times of conflict, we must train, collaborate, and operate together in times of relative peace. First and foremost we must be able to work together seamlessly at the fundamentals of information sharing and communication. Maritime Domain Awareness, the sharing of information on what is moving on, under, or over the seas, is one of the most basic needs for partnership. Similarly, if we are to share critical information in a time sensitive manner, we must also be able to communicate effectively. This means that our communications systems must be interoperable, our Sailors must be able to communicate, our command and control systems must be able to integrate, and that the classification of our information is appropriate to the task.

Cementing our abilities in these fundamentals is foundational, but they must be closely followed by our efforts to improve our interoperability at sea. In this respect, bi-lateral and multi-lateral exercises are indispensable. These exercises establish a rapport between our Sailors at sea and build the confidence they must have in one another to operate together effectively. India's commitment to building partnerships in this way is evident in the 17th Singapore Indian Maritime Bilateral Exercise (SIMBEX) that is underway today. It is also evident in our Malabar exercises and the annual Rim of the Pacific exercises. We must both work together to expand these opportunities to improve our interoperability and broaden the number of nations with whom we can operate.

Of course, before there can be any operations at sea, both India and the United States must have a strong and capable Fleet, with competent, dedicated Sailors. A

strong Indian Navy is important to stability and maritime security and I welcome the increases in capacity and capability of the Indian Navy. For our part, the United States Navy is also moving ahead with capacity and capabilities that will be important to our partnership together. Capacity is the priority for us today and, in the near term, we are on track to meet our vision of a 313 ship Navy. In addition to capacity, however, we have identified certain capabilities as essential for future challenges. Many of you have undoubtedly heard of our new Littoral Combat Ship. I'm pleased that LCS 1, USS FREEDOM, and LCS 2, USS INDEPENDENCE, are on the water today and showing us all their capabilities. USS FREEDOM, in just a month of operations, has already seized more than \$90 million in drugs. This capability is essential to littoral operations and we are moving aggressively to ensure we build a Fleet of Littoral Combat Ships that is sizeable enough for our global interests.

At the same time that littoral capabilities are essential to operations, so too are our AEGIS ballistic missile defense capabilities. Our Arleigh Burke destroyers are patrolling the waters from the Western Pacific to the Eastern Mediterranean as the most capable ballistic missile defense system in the world. To counter proliferating guided and ballistic missiles, and in response to demands from regional commanders, we made the decision to expand our Fleet of Arleigh Burke destroyers and to build the new ships for ballistic missile defense from the start. These ships have proven capabilities and we have a proven ability to build them well. In fact, I will participate in the christening ceremony of DDG 110 William P. Lawrence the day I return to the United States.

Along with our commitment to the proven fleet of AEGIS ships, so too do we remain committed to our submarine force. These submarines are essential to our plans and our operations but remain a highly sensitive and classified part of our Fleet.

In tandem with our submarines to improve our anti-submarine warfare capabilities we, along with the Indian Navy, are also bringing online the P-8 Multimission Maritime Aircraft. It is an important part of our overall aviation plan that includes the eventual replacement of our F/A-18s with the Joint Strike Fighter.

Along with the procurement of manned ships and aircraft, we are moving quickly to acquire unmanned systems. We realize these systems will give us an entirely new capability, can enhance our capacity, and at the same time reduce our costs. The LCS

program is closely aligned with many of our unmanned system programs - however, we are committed to ensuring that these new systems can operate with any ship in the Fleet. As an example, rather than waiting for the LCS to be commissioned to test our unmanned vehicle Firescout, we elected to operationally evaluate the Firescout on one of our frigates. I'm pleased to report that Firescout, flying from the deck of USS McINERNEY, conducted the first ever drug interdiction by an unmanned vehicle a little over a week ago.

With the support of Congress, our procurement and maintenance plans have put us on track to reach the floor of the 313 ship Navy and ensure we can maintain our global commitments. It is certainly significant that America's leaders chose to invest most heavily in the Navy in this past budget. As a force, navies operate far from the public eye and therefore it is seldom easy to garner public support, especially difficult during ground combat operations. That is why the scholarship and advocacy of maritime organizations such as the National Maritime Foundation is so important to the future of a nation's sea power. This nation truly sits alongside the maritime crossroads of commerce, communication, and civilizations and it needs a strong and capable Navy to ensure those crossroads can benefit all of India. Bringing attention to the requirements of a strong Indian Navy is therefore a very worthy cause.

Thank you.
